



MAXUS MIFA 7
Standard Safety Equipment

2024



Adult Occupant



92%

Child Occupant



87%

Vulnerable Road Users



81%

Safety Assist



75%

SPECIFICATION

Tested Model	MAXUS MIFA 7, 'Premium', LHD
Body Type	- 5 door MPV
Year Of Publication	2024
Kerb Weight	2239kg
VIN From Which Rating Applies	- LSKG48C1
Class	Large MPV

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	—
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	●	●	✘
Centre Airbag	●	✘	—

	Driver	Passenger	Rear
CHILD PROTECTION			
Isifix/i-Size	—	✘	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
Child presence detection	—	✘	✘
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

SAFETY EQUIPMENT (NEXT)

OTHER SYSTEMS	
Active Bonnet	✘
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	●
Cyclist Dooring Prevention	●
AEB Motorcyclist	●
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●
Fatigue / Distraction Detection	●

Note: Other equipment may be available on the vehicle but was not considered in the test year.

- Fitted to the vehicle as standard
 ○ Fitted to the vehicle as part of the safety pack
○ Not fitted to the test vehicle but available as option or as part of the safety pack
 ✘ Not available
 — Not applicable

ADULT OCCUPANT

Total 36.8 Pts / 92%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Impact 14.3 / 16 Pts

Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 16.0 / 16 Pts

Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction


Rear Impact 4.0 / 4 Pts

Rear Seat Front Seat


 ADULT OCCUPANT

Total 36.8 Pts / 92%

GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication		2.5 / 4 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	
Submergence Check	Partially Compliant	

Comments

The passenger compartment of the MIFA 7 remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. Maxus showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Protection was good for all critical body areas of the passenger. Analysis of the deceleration of the impact trolley during the test, and of the deformable barrier after the test, revealed that the MIFA 7 would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, protection was good for all body areas of the driver and rear passenger, and the car scored maximum points. The MIFA 7 also scored full points in the side impact tests, with good protection for all critical body parts both in the side barrier test and the more severe side pole impact. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was adequate. The MIFA 7 has a centre airbag mounted on the driver's seat to mitigate against occupant to occupant injuries in such impacts. Dummy numbers were good in Euro NCAP's test, with equal protection to the front driver and passenger. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The MIFA 7 has an advanced eCall system which alerts the emergency services in the event of a crash. The car also has a system which applies the brakes after an impact, to avoid secondary collisions. Maxus demonstrated that if the car entered water, the doors, if locked, could be opened within two minutes of power being lost.

CHILD OCCUPANT

Total 42.8 Pts / 87%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children

23.8 / 24 Pts



Restraint for 6 year old child: *Britax Romer Kidfix i-Size*
 Restraint for 10 year old child: *Graco Booster Basic*

Safety Features

7.0 / 13 Pts

	Front Passenger	2nd row outboard	3rd row outboard	3rd row center
Isofix	✗	●	●	✗
i-Size	✗	●	●	✗
Integrated CRS	✗	✗	✗	✗
Top tether	✗	●	●	✗
Child Presence Detection	✗	✗	✗	✗

● Fitted to test car as standard ○ Not on test car but available as option ✗ Not available

CRS Installation Check

12.0 / 12 Pts

i-Size	Seat Position						
	Front		2nd row		3rd row		
	Airbag ON	Airbag OFF	Left	Right	Left	center	Right
	✗	⊗	●	●	●	—	—

● Easy ○ Difficult ● Safety critical ✗ Not allowed
 ✗ Airbag ON ⊗ Airbag OFF
 Rearward facing restraint installation not allowed

Version 270524

CHILD OCCUPANT


Total 42.8 Pts / 87%

Isofix	Seat Position						
	Front		2nd row		3rd row		
			Left	Right	Left	center	Right
	●	●	●	●	●	—	—
	✘	●	●	●	●	—	—
	●	●	●	●	●	—	—
	●	●	●	●	●	—	—
	●	●	●	●	●	—	—
	✘	●	●	●	●	—	—

● Easy
 ● Difficult
 ● Safety critical
 ✘ Not allowed
✘ Airbag ON
 Rearward facing restraint installation not allowed
✘ Airbag OFF

Seatbelt Attached	Seat Position						
	Front		2nd row		3rd row		
			Left	Right	Left	center	Right
	✘	●	●	●	●	●	●
	●	●	●	●	●	●	●
	●	●	●	●	●	●	●
	●	●	●	●	●	●	●
	●	●	●	●	●	●	●
	●	●	●	●	●	●	●

● Easy
 ● Difficult
 ● Safety critical
 ✘ Not allowed
✘ Airbag ON
 Rearward facing restraint installation not allowed
✘ Airbag OFF

 CHILD OCCUPANT

Total 42.8 Pts / 87%

Comments

In both the frontal offset and side barrier tests, good or adequate protection was provided to all critical body areas for both child dummies, and the Maxus MIFA 7 narrowly missed maximum points in this part of the assessment. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. The MIFA 7 is not equipped with 'child presence detection', a system which issues a warning when it detects that a child or infant has been left in the rear seats. All of the child restraint types for which the MIFA 7 is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 51.6 Pts / 81%



VRU Impact Protection

29.7 / 36 Pts



Pedestrian & Cyclist Head	12.6 Pts
Pelvis	3.6 Pts
Femur	4.5 Pts
Knee & Tibia	9.0 Pts

VRU Impact Mitigation

21.9 / 27 Pts

System Name	AEB
Type	Auto-Brake with Forward Collision Warning
Operational From	8 km/h
PERFORMANCE	

AEB Pedestrian

7.0 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child		—
Adult crossing a road into which a car is turning		—
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

— Currently not tested

AEB Cyclist

7.8 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	

VULNERABLE ROAD USERS

Total 51.6 Pts / 81%

■ GOOD ■ ADEQUATE ■ MARGINAL ■ WEAK ■ POOR

Cyclist Dooring Prevention ■ 0.0 / 1 Pts

Scenario	
Dooring a passing cyclist	, driver door only"

AEB Motorcyclist ■ 5.1 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist	■	■
Approaching a braking motorcyclist	■	■
Turn across the path of an oncoming motorcyclist	■	—

— Currently not tested

Lane Support Motorcyclist ■ 2.0 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	■
Changing lane across the path of an overtaking motorcyclist	■

Comments

Protection of the head of a struck pedestrian or cyclist was predominantly good or adequate, with poor results recorded only at the base of the windscreen and on the stiff windscreen pillars. Protection of the pelvis, femur and the knee and tibia was predominantly good across the whole width of the car. The autonomous emergency braking (AEB) system of the Maxus can respond to vulnerable road users as well as to other vehicles. In tests of its reaction to pedestrians and bicyclists, performance was all good apart from 'dooring' where a door is suddenly opened in the path of a cyclist approaching from behind. The AEB system performed well in all tests of its response to motorcyclists and the lane support function also performed adequately in this regard.

SAFETY ASSIST

Total 13.6 Pts / 75%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

■ 1.5 / 3 Pts

System Name	Speed Assistance System
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent ACC (accurate to 5km/h)

Occupant Status Monitoring

■ 2.7 / 3 Pts

> **Seatbelt Reminder**

■ 1.0 / 1 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass
 ● Fail
 — Not available

> **Driver Monitoring**

■ 1.7 / 2 Pts

System Name	DMS, Driver State Monitoring System
Type	Direct eye monitoring
Operational From	10 km/h
Fatigue	Drowsiness, Microsleep and Sleep
Distraction	Long & Short Distraction and Phone Use

SAFETY ASSIST

Total 13.6 Pts / 75%

Lane Support

2.8 / 3 Pts

System Name	LKA
Type	LKA and ELK
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car

6.7 / 9 Pts

System Name	AEB
Type	Autonomous emergency braking and forward collision warning
Operational From	8 km/h
Sensor Used	camera and radar

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		—
Turning across the path of an oncoming car		—
Approaching a stationary car		
Approaching a slower moving car		—
Approaching a braking car		—

— Currently not tested



SAFETY ASSIST

Total 13.6 Pts / 75%

Comments

Overall, the autonomous emergency braking (AEB) system of the Maxus MIFA 7 performed adequately in tests of its reaction to other vehicles, although there was no performance in the head-on test scenarios. A seatbelt reminder system is fitted as standard to the front and rear seats. The car is equipped with a system to detect driver fatigue, such as microsleep (very short periods where consciousness is lost) and distraction, such as phone use. The lane support system gently corrects the vehicle's path if it is drifting out of lane and also intervenes in some more critical situations. The speed assistance system identifies the local speed limit, and the driver can choose to allow the limiter to be set automatically by the system.

RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door MPV	Electric	Elite 77kWh Luxury 77kWh Luxury 90kWh Premium 90kWh*	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
May 2024	Rating Published	2024 ★ ★ ★ ★ ★ ✓